



Comprehensive Bicycle Plan

City of New Bern, NC



Current Programs and Initiatives

New Bern has some current bicycle programs that help to promote awareness in the community. The police force conducts bicycle rodeos at schools on a by-request basis. New Bern also served as the local sponsor the MS 150, a fundraising bicycle event, which brought many bikers of a more advanced skill level into the city.

As a part of this study, the City of New Bern held a rideabout on September

25, 2005 that was led by the police force and traveled approximately 4 miles through the city. This event, which drew a crowd of over 100 people, not only brought awareness to the bicycle planning efforts underway but also promoted proper riding techniques and brought different groups of riders together that might not ride with each other normally.



Barrier Analysis and Recommendations

Introduction

In order to develop a safe and convenient bikeway network throughout the City of New Bern, it is critical to remove existing barriers to bicycle travel. This section identifies 16 specific barrier locations, describes the

conditions that prevent safe bicycle travel in these locations, and makes specific recommendations to remove these barriers to bicycling. Several of these barriers were identified by the bicycle community as well as by the Bicycle Advisory Committee. Most of the barrier improvements will be included as part of larger route recommendations. However, this

should not preclude local initiative to improve spot safety at key intersections such as Martin Luther King, Jr. Blvd. and Trent Road which could be funded using local Powell Bill or NCDOT Division discretionary funding. Recommendations from this section, costs associated with the barriers, and potential mitigation measures for other barriers such as major bridges are incorporated into the route recommendations in **Chapter 4**.

1. Glenburnie Road at the Atlantic and Carolina Railroad Crossing

Glenburnie Road is an important corridor for bicycling on the northwest side of New Bern. This corridor connects neighborhoods near the Neuse River on the north side of the City, commercial businesses on Glenburnie



Current railroad conditions on Glenburnie Road



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Road, and Craven Community College. The existing railroad crossing area on Glenburnie Road has deteriorating, debris-filled shoulders, and the railroad tracks cross the road diagonally. The diagonal railroad crossing creates a hazard because bicyclists may catch their wheels in the flangeway gaps (grooves) of the railroad tracks and experience severe crashes. A safe crossing of the railroad tracks is critical to provide safe bicycling conditions along Glenburnie Road.

Recommendations

- Install a bicycle-friendly casing for the railroad tracks at the roadway crossing to reduce the width of the flangeway gaps that bicyclists must cross over. This casing should extend beyond the recommended shoulder of the road.



This new railroad track casing on W. Thurman Road has smaller flangeway gaps, so is safer for bicyclists. A bicycle-friendly casing should also be installed on Glenburnie Road along with wider paved shoulders.

- Add extra shoulder pavement to Glenburnie Road at the railroad crossing to allow bicyclists to cross the railroad with their wheels perpendicular to the tracks.
- Stripe the new shoulder pavement area at the railroad crossing to direct bicyclists to cross the railroad tracks with their wheels perpendicular to the tracks.
- Post high-visibility "Share the Road" warning signs to make drivers more aware of bicyclists and to alert bicyclists



to the potential hazards at the railroad crossing.

- Perform regular maintenance to clear debris from the paved shoulder area along the entire length of Glenburnie Road.
- In the future, widen the shoulders on Glenburnie Road to eight feet (from Oaks Road to US 70).

2. Glenburnie Road interchange with US 70

As mentioned above, Glenburnie Road provides connectivity for bicyclists in northwest New Bern. The interchange at US 70 is a particularly important location because it is one of the five locations in the City where bicyclists can cross US 70. To cross this interchange, bicyclists must negotiate freeway on- and off-ramps on the north and



south sides of the bridge over US 70. While there are six-foot-wide sidewalks on the bridge, they do not connect to any type of bicycle facility (such as sidepaths, paved shoulders, or bike lanes) on either side of the bridge. Bicycle accommodations are particularly important because the roadway carries between 20,000 and 23,000 motor vehicles per day on this section of the roadway.

Recommendations

- Add high-visibility bike crossing warning signs to the freeway off-ramps and in advance of the signalized intersections on the north and south side of the bridge



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to alert drivers to the presence of bicyclists.

- Add 10-foot-wide multi-use paths on both sides of Glenburnie Road between Amherst Boulevard and McCarthy Boulevard to provide off-road facilities for both bicyclists and pedestrians through the interchange area. This will require moving several existing signs and some guardrail sections.
- Provide curb cuts at the north and south ends of the recommended multi-use path sections (at Amherst Boulevard and McCarthy Boulevard) so that bicyclists can transition smoothly from the shared use facility back to an on-road bicycle facility (shoulders on Glenburnie Road to the north of US 70 and bike lanes to the south of US 70). Signage at this location will also need to reflect the change in the location of bicycle traffic in order to make drivers more aware in that area.
- In the future when the bridge over US 70 is replaced, widen roadway to accommodate wide outside lanes or consider widening sidewalks on both sides of the bridge to 10 feet to become multi-use paths.
- Stripe crosswalks across the freeway on- and off-ramps.



Recommended site for crosswalks on Glenburnie Road

- Construct curb ramps at the recommended crosswalks across the freeway on- and off-ramps to accommodate the proposed multi-use paths.
- Provide pedestrian countdown signal heads at the intersections on the north and south sides of the bridge over US 70.
- Provide additional lighting to improve bicyclist and pedestrian visibility at night.
- Prohibit right-turn on red vehicular movements to and from the on- and off-ramps at the interchange. Alternatively, signs could be installed to prohibit right-turn on red when bicyclists or pedestrians are present.

3. Crossings of Martin Luther King, Jr. Boulevard at Academic Drive and Greenleaf Cemetery Road

These crossings are important for bicyclists and pedestrians traveling to New Bern High School. Martin Luther King, Jr. Boulevard is currently a barrier between convenience stores, neighborhoods, the Trent Woods community, and the High School area. This facility carries approximately 29,000 vehicles per day, has three travel lanes in each direction, and has no signals to tell pedestrians and bicyclists how much time they have to complete crossing the road. Improvements to these intersections will improve conditions for both bicycling along and crossing Martin Luther King, Jr. Boulevard.

Recommendations

- Stripe crosswalks across all four legs of each of these intersections.
- Construct two curb ramps per corner at each of these intersections.



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- Install pedestrian countdown signal heads at each of these intersections.
- Install pedestrian push-buttons at all four corners at each of these intersections.
- Provide additional lighting to improve bicyclist and pedestrian visibility at night.
- Post high-visibility yellow bicycle crossing warning signs in advance of these intersections.

4. Intersection of Martin Luther King, Jr. Boulevard and Trent Road



Trent Road is a critical connection in the New Bern bicycle network, providing access between Downtown New Bern and the US 17 corridor on the southwest side of the City. In order to make it possible for bicyclists to transition between Martin Luther King, Jr. Boulevard on the west side of Trent Road and Trent Road, the intersection of these two roads should be improved. Currently, bicyclists turning from westbound Trent Road to southwest-bound Martin Luther King, Jr. Boulevard must turn left with traffic across a very wide intersection without designated bike lanes or crosswalks. It is also important to improve this intersection to make crossing from Trent Road to the new development on the other side of Martin Luther King, Jr. Boulevard near Honda Drive more convenient for pedestrians and bicyclists.



Recommendations

- Construct curb and gutter at the intersection to reduce the turning radius at each corner (the reduced turning radii will force drivers to make turning movements more slowly).
- Stripe crosswalks across all four legs of this intersection.
- Install pedestrian countdown signal heads at this intersection.
- Install pedestrian push-buttons at all four corners of this intersection.
- Provide additional lighting to improve bicyclist and pedestrian visibility at night.
- Extend the existing medians on Martin Luther King, Jr. Boulevard so that pedestrians and bicyclists using the crosswalks to travel through the intersection have a refuge and a space to wait between crossing each direction of traffic.
- In the future, stripe a five-foot left-turn bike lane on the right side of the left-turn lane on Trent Road at the intersection. This will provide a space separated from motor vehicle traffic for bicyclists to wait at the signal. Space for the bicycle lane could be provided by narrowing the existing turning lanes and/or widening Trent Road at the intersection slightly.



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Design transitions leading up to this treatment will need to be examined prior to its implementation in order to ensure road treatment consistency for bicyclists.

5. Trent Woods Drive Bridge over West Wilson Creek (Trent River Inlet)

Trent Woods Drive is a critical roadway for providing bicycle access between Trent Woods and the City of New Bern. At the west end of Trent Woods Drive, the road meets Greenleaf Cemetery Road, which connects to New Bern High School. The east end of Trent Woods Drive turns into Country Club Road, which provides a direct connection to Downtown New Bern. Much of Trent Woods Drive already has three- to four-foot-wide paved shoulders. Currently, the bridge that crosses West Wilson Creek is a pinch point along this roadway—the shoulders narrow and bicyclists have little distance between the travel lanes and the bridge railings, so bicyclists must use at least part of the roadway travel lane to cross the bridge. The total width of the bridge is approximately 24 feet from railing to railing, and it carries approximately 2,500 to 3,000 vehicles per day.



Current conditions on Trent Woods Drive Bridge



Recommendations

- Clear debris from the shoulders at the base of the bridge railings on a regular basis.
- Post advance warning signs to alert drivers, bicyclists, and pedestrians to use caution when approaching and crossing the narrow bridge. Types of signs that should be used include “Narrow Bridge” warning signs and high-visibility “Share the Road” signs.
- Consider reducing the speed limit on Trent Woods Drive within one-quarter mile of both sides of the bridge to 20 miles per hour.
- In the future when the bridge is replaced, provide five-foot shoulders and five-foot sidewalks on the new bridge. Also, bicycle-safe railings should be added to the new cross-section.

6. Trent Boulevard, Rhem Avenue, and Spencer Avenue

An important link in the New Bern bicycle network is a 10-block section between Trent Road, which provides access to the southwest side of the City, and Pollock Street, which is a direct route into Downtown New Bern from the west. Three parallel streets were considered to provide this east-west bikeway link: Trent Boulevard, Rhem Avenue, and Spencer Avenue.

Trent Boulevard has the most traffic, but it is also the widest street at 44-feet from curb face to curb face. It has one lane in each direction, separated by a centerline, and occasional on-street parking. It is also currently designated as a bicycle route. Rhem Avenue is a low volume neighborhood street with on-street parking that joins Trent Boulevard near Seventh Street at its west



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